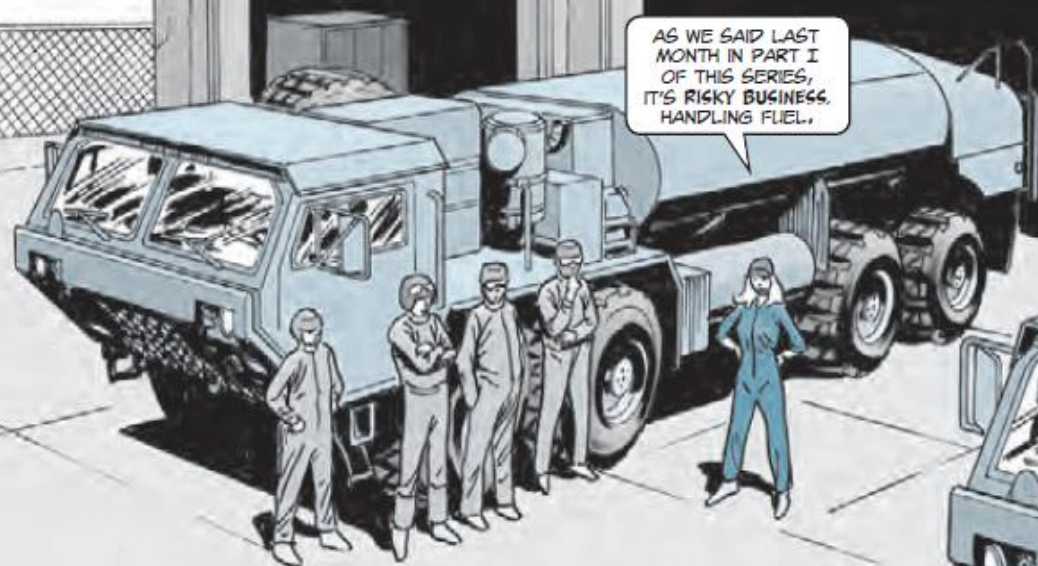


Get a Safe Handle on Fueling, Part II



Odds and Ends

- Fuel handlers, stay alert when fueling. The HEMTT driver will signal when it's time to shut off the fuel.
- If you handle fuel at night, remember two things:
 - ✓ Wear goggles with a clear lens, not a sunglass or tinted lens.
 - ✓ The driver needs an explosion-proof flashlight or a chemlight to signal the fueler when to shut off the fuel.

- The fuel tank has an EMERGENCY FUEL SHUT OFF control. It's on the driver's side of the HEMTT. Pulling the control cuts off the flow of fuel. Every Soldier working near the truck needs to know where the control is—and how to use it.



- Federal regulations call for the use of hazardous materials placards when hauling hazardous cargo. That includes JP-8 fuel. Label your tanker with the right 4-digit class 3 Department of Transportation placards for flammable liquids.



- Painted on the side of the fuel tank are the words:

FLAMMABLE
NO SMOKING WITHIN 50 FEET



A lit cigarette or an open flame from a lighter poses a grave risk. To play it safe, post several no smoking signs in and around the fueling point. You may also want to post RESTRICTED AREA signs to keep out vehicles, electrical tools or activities that could produce sparks.

- If a thunderstorm approaches or you see lightning, shut down fueling.

Fire Extinguishers

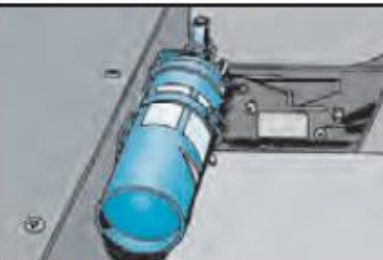
ALWAYS
KEEP A HAND-
HELD FIRE
EXTINGUISHER
NEARBY—ABOUT
AN ARM'S
LENGTH AWAY.

IF A FIRE BREAKS
OUT, YOU CAN'T
AFFORD EXTRA
STEPS RUNNING
FOR HELP.

THE -10 TMS
NAME THREE
DRY CHEMICAL
EXTINGUISHERS...

- NSN 4210-01-460-9083. This is a Basic Issue Item (BI) and you need two. One extinguisher is mounted on the driver's side stowage box. The other is mounted on the passenger's side battery box.

- NSN 4210-01-133-9053. This is also a BI and it is mounted in the cabin to the right of the driver's seat.



- NSN 4210-00-965-1108. It's found on the Additional Authorization List and has a recommended quantity of four.



Sources of Ignition

IN ALMOST
ALL CASES,
FIRES AND
EXPLOSIONS
NEED AN
OUTSIDE
IGNITION
SOURCE
TO GET
STARTED.

HERE
ARE
SOME
COMMON
SOURCES.

DON'T
LET THEM
NEAR YOU
WHEN
YOU'RE
HANDLING
FUEL.

- Smoking, matches, cigarette lighters and open flames.



- Friction between metals or other hard substances. They can cause sparks.
- Electrical equipment and wires. They can produce arcs or sparks. They can also produce heat. Make sure all electrical equipment in the area—generators, lights, power tools and extension cords—is explosion proof.



- Static electricity. Assume it's always there and take precautions. Bond and ground your vehicle before handling fuel.

- Welding, soldering, drilling or grinding. They produce sparks and heat.



- Cutting torches.
- Jewelry that might spark against metal.

- There is one case when fires can start without an outside ignition source. It happens when rags or waste are soaked in varnish, linseed oil, paint or paint dryers. They can ignite on their own.

HEY...WHAT
DO I DO WITH
THIS ONLY RAG?

JUST TOSS IT
OVER THERE IN THE
CORNER. THAT'S
WHAT WE'VE BEEN
DOING.



Higher Education

IF YOU
WANT TO
BECOME AN
EXPERT FUEL
HANDLER,
READ YOUR
-10 TMS,
ESPECIALLY
THESE
PARTS...

- Warnings, and Warning Icons and Descriptions near the front of the TM.
- Chap 1, Table 4, Significant Hazard and Safety Recommendations.
- Work packages related to fueling operations in Chap 2, Operator Instructions.
- Chap 4, Before and During PMCS.



IF YOU WANT TO PURSUE A PH.D. IN
FUEL HANDLING, YOU MUST READ
FM 10-67-1, CONCEPTS AND EQUIPMENT
OF PETROLEUM OPERATIONS.

YOU'LL FIND IT ON THE ARMY PUBLISHING
DIRECTORATE (APD) WEBSITE:
<http://www.apd.army.mil/>



THE FM HAS
CHAPTERS
ON TERMINAL
OPERATION,
TANKERS,
AIRCRAFT
REFUELING,
STORAGE
CONTAINERS,
HANDLING
EQUIPMENT,
CLOTHING AND
MORE.

PAY
PARTICULAR
ATTENTION
TO CHAP
2, SAFETY,
HEALTH AND
FIRE FIGHTING.

